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# Hongkong Daily Press.

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No. 16,310. 號一百三十六萬一第一 日七念月六二年二號宣 HONGKONG, TUESDAY, AUGUST 2ND, 1910. 二年二月八日一百九十一香港 PRICE, \$3 PER MONTH.

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TUNING AND REGULAR  
ATTENTION INCLUSIVE.

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CO. LIMITED.

[a34-1]

CHINA MUTUAL LIFE  
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[a1472]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
SHEWAN, TOMES & CO.,  
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Hongkong, 29th April, 1908.

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LIMITED.  
TIME TABLE.  
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7.00 a.m. to 10.00 a.m. Every 10 minutes.  
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.  
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SPECIAL CARS by arrangement with the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909.

[a476]

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(TELEPHONE 97).

TAILORING DEPARTMENT.

FLANNEL SUITS

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TROPICAL

SERGE and TWEED SUITS

FROM \$32.50

THE ABOVE ARE  
SPECIAL VALUE TO CLEAR.

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[a28]



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60 AND 61, BENTINCK STREET,

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BILLIARD TABLE MANUFACTURERS.

THE STANDARD INDIAN  
BILLIARD TABLE,

Complete with all Accessories for Billiards and packed for Shipment,  
Rs 1.510.

C. LAZARUS & CO., CALCUTTA.

[a747-3]

PEARSON'S HYCOL  
CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10 ; \$1.95 per 1 gallon Drum.  
5 ; \$1.75 per 1 gallon Drum.

Ask other Manufacturers of Fluids for a Guarantee of the Germicidal Strengths of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD., SOLE AGENTS for HONGKONG,  
SOUTH CHINA and JAPAN  
For Pearson's Antiseptic Co., Limited.

[a1135]

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WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR  
PREMISES DAILY.

In  $\frac{1}{2}$  lb. and 1 lb. Tins.

[a246]



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A1, A.R.C., Western Union, and Engineering Codes used.

Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.  
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AT NAGASAKI :— Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.  
3 Dry Docks [No. 1] 510 ft. 77 ft. 26 ft.  
[No. 2] 350 ft. 53 ft. 24 ft.  
[No. 3] 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Floating Docks. No. 1 7,000 Tons. No. 2 12,000 Tons.

Max. Length of Ship taken in 460 Feet. 580 Feet.

Breadth " " 56 " 62 "

Draft " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

INTIMATIONS

NOTICE.

**T**HE Public is hereby informed that KO PAT SAN (高福山), formerly Assistant Seller in the Firm of YEE MEE & Co., of 101, Jervois Street, Hongkong, is no longer in their employ. The aforementioned Company will not be responsible for any debts he may contract on their behalf after this date.

Hongkong, 23rd July, 1910.

1874

IN THE MATTER of the COMPANIES ORDINANCE, 1865.

AND IN THE MATTER of the VIENNA CAFE CO., LTD. (In Liquidation).

DIVIDEND of \$17 PER CENT.

**N**O NOTICE IS HEREBY GIVEN that a FIRST and FINAL DIVIDEND of \$17 Per Cent. has been declared in this matter, and that the same may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, Hongkong, on the 3rd day of August, 1910, or any subsequent date between the hours of 10 A.M. and 1 P.M. On applying for payment Creditors must produce the NOTICE posted to them together with Security held by them if any.

A Statement showing the amount available for Unsecured Creditors has been posted to those Creditors whose claims have been admitted.

A. R. LOWE, C.A., Liquidator.

Hongkong, 27th July, 1910.

[a87]

HONGKONG JOCKEY CLUB.

**M**EMBERS wishing to subscribe for Subscription Griffins for next RACES are requested to Notify the undersigned before SATURDAY, 27th August, 1910.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 25th July, 1910.

[a85]

VIENNA CAFE CO., (1910) LIMITED.

(RECONSTRUCTED).

QUEEN'S ROAD, CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT.

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910.

[a85]

SOLIGNUM.

the Wood and Brickwork Preservative which

really does what is claimed for it. IT IS

ABSOLUTELY DEATH TO THE WHITE ANT.

Extensively used by the British Government

at Home and Abroad, by H.M. War Department

at Hongkong, the Imperial Maritime Customs

and all large local concerns.

Prospectus samples and all information from the General Agent.

SIEMSEN & Co.

(Machinery Dept.), Hongkong.

[a85]

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephone on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hoté at separate tables.  
For Terms, &c., apply to the

Hongkong, 24th July, 1905.

[a55]

MANAGER.

ORIENTAL HOTEL

NO. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

SITUATED in the most central position Large andairy Rooms, Hot and Cold Water Baths, Gas and Electric Light, Cuisine entirely under European Supervision, Private Bar and Billiard Rooms, Rates for Tiffin and Dinner, Terms moderate.

FREDERICK REICHMANN, Proprietor and Manager, (late Manager of J. LYONS & Co. (Trocadero) leading Caterers in London, and of the GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE NO. 197.

TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 16th April, 1910.

## INTIMATION

A. S. WATSON & CO.,  
LIMITED.  
ESTABLISHED A.D. 1841,  
CIGAR MERCHANTS AND  
TOBACCONISTS.

## CIGARS

CONDITION is next to QUALITY, the most essential requisite of a Cigar. Our Warehouse in Stanley Street contains specially fitted Drying Rooms for Maturing Cigars, and in the Dispensary itself the same idea is carried out on a smaller scale by the installation of drying cupboards.

Any Cigars purchased from us have therefore the advantage of being in FINE CONDITION.

We Stock all the Best Known Brands, as well as the following, which are Manufactured solely for us:

LOLITAS - PER BOX OF 50. \$5.50

An exquisite smoke.

EL TAMARINDO, GRAND  
ROYAL - PER BOX OF 50. \$4.00

A very fine Cigar.

A. S. WATSON & CO.  
LIMITED,

ALEXANDRA BUILDINGS.

(25)

**NOTICE TO CORRESPONDENTS.**  
ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PARIS.  
Codes: A.S.C. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.

**DEATHS.**  
On July 26th, at 29, North Szechuan Road, WILLIAM McKEE (Standard Oil Co.), aged 37 years.  
On July 26th, Shanghai, at 3, Yuhang Road, THOMAS WILLIAM KINGSMILL, aged 73 years.

HONGKONG OFFICE: 10A, DES VILLE ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 2ND, 1910.

The first consular report on the trade of Vladivostok has lately come to hand, and as comparatively little is known as to what is happening in this northern port the remarks of Mr. Vice-Consul HODGSON have in consequence a special value. Candidly, the report furnishes rather depressing reading for the Briton. It illustrates a lack of enterprise on the part of British traders, and reveals their inability to recognise certain conditions essential to success in business in competition with other nationalities. The complaint is not ventilated for the first time. From all parts of the world the same tendency to adhere to old-fashioned ideas, the same difficulty of adapting themselves to new conditions, the same apparent incapacity of meeting new methods, has been deplored, and, while it is admitted that Tariff Reform would give them a certain amount of encouragement which they do not at present enjoy, the advice which KING GEORGE gave when he was PRINCE OF WALES on returning from a tour in these memorable words, "Wake up, England," applies to-day with as great, if not greater, force than when delivered by the Royal traveller.

The trade of Vladivostok has from its earliest times been very much in German hands. At the present moment, says Mr. HODGSON, "of the large general stores which do the bulk of the trade here, the majority are German, while it would certainly be no exaggeration to say that, of the total imports into Vladivostok exclusive of food-stuffs, at least three-fourths were, at all

events up to the abolition of the free customs zone, of German manufacture." Up till this point, there was no tariff to foster Russian trade, but the lesson was too obvious not to be learned, and some modifications have been introduced, with the result that two or three houses which formerly controlled the market have now to face competition. As was only to be expected, trade has been depressed since 1906, and as it coincided with the commercial crisis in the Far East generally no great improvement has been possible. However, there is reason to believe that the worst is over, and that business, having returned to normal channels, will now continue to develop on a more substantial basis than before. "The settlement of the vexed question of the re-imposition of the customs," adds the Vice-Consul, "cannot but have a tranquilising and steady effect upon commerce generally, while the fact that the Government is again devoting large sums to the erection of buildings and fortifications is of great importance for the prosperity of the town, since it not only sets very considerable sums of money in circulation but is an earnest of the intention to secure to Vladivostok its strategical and economic position."

At the Magistracy yesterday, before Mr. J. R. Wood, the Colonial Treasurer, Mr. C. Mol. Measer, charged a Treasury official named Li Kon Bing with embezzling a sum of \$129,41. The case was remanded pending examination of the books, and bail was fixed in the sum of \$1,000.

Before Mr. J. R. Wood at the Magistracy yesterday Detective-Sergeant Appleton charged a Chinese with selling Saopai lottery tickets at No. 49, Temple Street, Yau Ma Tei. Defendant pleaded guilty and was ordered to pay a fine of \$500, the alternative being three months' imprisonment.

Some months ago jewellery valued at \$310 was stolen from Miss Hailes, an artiste at the Victoria Cinematograph. On Sunday two Chinese were arrested on suspicion of being concerned in this larceny, charged before Mr. E. R. Halifax at the Magistracy yesterday, and remanded for a week.

The question of dealing with the eighty Sikhs recently charged before H. B. M. Police Magistrate at Shanghai has not yet been decided by the members of the Municipal Council, but it is thought the matter will be decided in a day or two. Members of the Council have been busy lately with the bank crisis.

Yesterday, August bank holiday, was observed as a holiday by the Government departments as well as most European firms in the Colony. Sport was in the ascendant, sports of all forms taking advantage of the beautiful weather to make the most of a day of recreation, while bathing picnics and excursions were numerous.

On Saturday night two coolies quarrelled on the second floor of 35, Wellington Street, and in the course of the fight one man seized a chopper, drove it into his opponent's left thigh and nearly severed three fingers from his left hand. The man who used the chopper was arrested by an Indian constable, charged before Mr. J. R. Wood at the Magistracy yesterday and remanded until the injured man comes out of hospital.

Two Chinese were charged before Mr. J. R. Wood at the Magistracy yesterday with stealing a quantity of cable from the railway works. The first defendant told his Worship that he bought the cable from the second, but the story of the second was that the first defendant stole the property from No. 5 tunnel and he was looking for him to arrest him. The second man was discharged, and the first sentenced to fourteen days' imprisonment. The second man was then charged with being in unlawful possession of a spanner, was found guilty, and was sent to prison for a similar term.

## LAWN TENNIS.

A very successful tennis tournament was brought to a conclusion on the Sergeant's Mess. The Buffs' Kowloon Tennis Court, when Cr. Sgt. N. Catchpole and Mrs. Kelly defeated Q.M.S. Smith and Mrs. Andrews by two sets to one.

## 125 MUTINY VETERANS.

## TRAGEDY AT AN HISTORIC GATHERING.

There was a gathering of veterans of the Indian Mutiny at Chelmsford Hospital on July 6th. Sixty-five indoor pensioners and sixty officers, who fought through the darkest days of the history of the Indian Empire, assembled in front of the main quadrangle, and were photographed as they sat in a terrace constructed out of successive tiers of seats.

Three Field Marshals—Lord Roberts, aged seventy-eight years; Sir George White, seventy-five years, and Sir Evelyn Wood, seventy-two years—sat in the front row. Sir Charles Elliott, who, though formerly in the Civil Service, had won the Indian Mutiny medal—was also in the front row.

Most of the Chelmsford pensioners have been in India, but only those who wore the medal were allowed to take part in this commemorative muster.

The oldest of the group was eighty-five years of age; none was under seventy.

"By a coincidence," said the secretary of the hospital to an Express representative, "it happened on the birthday of Sir George White, who is the governor of the hospital."

"The occasion had its origin three years ago, when the late King held a levee of officers who had taken part in the Mutiny. It was then suggested that this larger group should meet and be photographed. It is to General Graham that the event is due."

Among the group photographed was a grey-bearded veteran, Colour-Sergeant Well. Soon afterwards he complained of feeling unwell, and died. He had suffered from heart disease.

He had always given his age as eighty-four years, but in the regimental books he appears as two years younger.

## HEATHEN ENGLAND.

"Though I have served forty years in the Army and have seen every nation and every army in the world worth looking at, I have never seen in any part of the world at any time or place women so broken down, so hopeless, as I have seen them in this district. Yet we talk about heathen races and savage countries, and call this God's England!"

This outburst was made by Surgeon-General EVATT, during a speech at the opening of the extension of Claremont Mission Hall, Can-

tonbury.

I am no parson (he continued); I speak in the name of science. Motherhood is everything. The woman is supremely sacred. I see women everywhere drinking in your pot-houses. I never saw it in any land as in England, and I have been all over the world. Where is the dignity of motherhood? The day will come when no woman will be supplied with drink! It is like selling the pass word on the battlefield!

"A hundred thousand cases of cruelty to children in this country last year." And in India I have seen the Buddhist's children splendidly cared for, and in writing of Japan I have called it 'the land of happy children.' But the day is coming when we shall be civilised."

Colombo is to be provided with a new Cathedral.

A sensation has been created in Manila by the appearance of a Japanese ricksha pulled by a Japanese coolie.

The latest number of *The War Cry* has as a frontispiece an illustration entitled, "The Salvation Army helps young Japan."

The Hongkong inter-port swimming team will arrive in Shanghai about the end of August, and it has been decided that the Inter-port Gala will be held on September 1, 2 and 3.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

[DAILY PRESS EXCLUSIVE SERVICE]

THE TOYO KISEN KAISHA  
AND THE PACIFIC MAIL CO.

TOKYO, August 1st.

The Toyo Kisen Kaisha have given six months' notice to the Pacific Mail Steamship Company of their intention to terminate the existing working agreement.

## CHINA AND TIBET.

PEKING, August 1st.

China is thoroughly cognizant of the danger which lies in the possibility of the Tibetans attacking British trading agencies, owing to the chagrin which they feel at Great Britain's storm refusal to assist in restoring the Dalai Lama.

The Tibetans are still strongly agitating for his restoration, and China is seriously debating the advisability of concurring, as the only means of tranquillizing the Lamaists. If China accedes to their request, a British force may escort the Dalai Lama to Lhasa.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## CHURCH AND STATE IN SPAIN.

LONDON, July 31st.

The Spanish Ambassador to the Vatican has been recalled. The Vatican, in a semi-official communication, declares that this recall shows the Premier's programme means war, which he will certainly get.

LONDON, August 1st.

Replying to many telegrams for support from Spanish clericals, the Pope has wired stating that amid his grief at the Government's action he will be stimulated by the numerous expressions of Christian faith and valour which he has received. His Holiness implored the continued support of the clergy, and sent his benediction.

The message is regarded as a declaration of war.

## TURKEY WANTS TO PURCHASE GERMAN BATTLESHIPS.

LONDON, July 31st.

The Berlin "Tageblatt's" correspondent at Constantinople reports that Turkey is negotiating for the purchase of the German battleships "Brandenburg" and "Friedrich Wilhelm," both of which are twenty years old, as Great Britain declined to sell any of her warships.

## GERMAN SOCIALIST VICTORY.

LONDON, July 31st.

At a bye-election for the Reichstag, for the electoral division of Stuttgart, which has hitherto been held by a National Liberal, a Socialist has been returned by an overwhelming majority.

## RACIAL RIOTS IN AMERICA.

LONDON, July 31st.

Serious racial riots have occurred in Anderson County, Texas, in which twenty negroes have been killed.

Troops have been despatched to endeavour to restore order.

## THE DALAI LAMA.

LONDON, August 1st.

It is reported from Darjeeling on reliable authority that the Dalai Lama is deeply chagrined at Britain's policy, and has resigned the idea of going to Peking.

MR. T. W. KINGSMILL.

It is with deep regret that we (*N.G. Daily News*) have to announce the death of Mr. T. W. Kingsmill, who for many years has been looked upon as one of the greatest living authorities on Chinese and the history of the intercourse of foreigners with the people of this Empire. Mr. Kingsmill had been ill for some months and recently he was in the General Hospital suffering from an affection of the heart, but a fortnight ago he was removed to his home, where he passed away shortly after six o'clock last evening (July 26).

Thomas William Kingsmill was a civil engineer and architect. He was born in 1837 of English parents who had settled in Dublin. He was educated privately and when he came to China as a young man he was engaged in exploration and surveying work and especially in geological research. In 1837 he surveyed and reported on the northern section of the Imperial Canal, which had been displaced by the course of the Yellow River; but owing to the obstructive policy of the Peking Government, controlled largely at that time by the late Li Hung-chang, the recommendations which he made in the report were never carried out. Subsequently Mr. Kingsmill engaged in exploration of coal fields in Shantung and Szechuan provinces, and he made a special study of the ancient literature and history of China, on which he was an acknowledged authority, and he contributed much to the knowledge of the ethnography of Central Asia in prehistoric times. Mr. Kingsmill was a prolific writer and the foreign newspapers of China as well as the scientific journals of the West profited much by his knowledge of Asia and the Chinese. Beside this he read many papers before the North China Branch of the Royal Asiatic Society, of which he was Vice-president at the time of his death, and to which he has left one hundred and twenty volumes from his valuable library, including a Chinese dictionary. Mr. Kingsmill was always listened to with great respect when lecturing or speaking on any of the topics of which he was known to be a master, and they were many, and it would be impossible to enumerate the many subjects on which he has contributed much valuable knowledge to the members of the Asiatic Society through its Journal.

It is interesting to note that in 1870, when there existed in Shanghai in the form of volunteers only what was known as the "Rifles Club," after the massacre at Tientsin, meetings were held with a view to recruiting the Shanghai Volunteers Corps and it was at one of these meetings that Mr. Kingsmill proposed that the V.R.C., as previously existing be reconstituted, and that the members of the Rifles Club be invited to form No. 1 Company. The resolution was carried and the Municipal Council accepted the responsibility for the cost of the necessary arms.

Mr. Kingsmill was also connected with the building of the first Wuhsien railway line, which was afterwards torn up. He was also concerned in the discussions on the Land Regulations and the formulation of amendments to them. Certain alterations were effected in 1872-4, and in 1875 there was a special report by a Committee of whom Mr. Kingsmill was the last survivor.

In Freemasonry Mr. Kingsmill was a Past Distress Grand Master of the Northern Lodge of China; and it was characteristic of him that during his last moments of consciousness he was considering the welfare of another. To Mr. G. Lanning, who was with him, he spoke of an orphan child of a deceased Mason whom he was anxious to see placed in a Masonic School in the Homeland, and he expressed the hope that his wish with regard to this child would be fulfilled.

(Deceased was a regular contributor to the columns of the *Hongkong Daily Press* till within a few months of his demise.)

## PARALYSING AN ARMY.

MR. HEWLETT'S ASTONISHING PLAN TO PREVENT WAR.

Some strangely warlike speeches were made at the meeting of the International Arbitration and Peace Association, held recently at Carlton Hill, Westminster. Mr. Maurice Hewlett, who presided, was the first to cause astonishment by suggesting the declaration of a general strike by the organised workers of Europe as a preventive of proposed war.

War scares might come upon them at any minute, said Mr. Hewlett, and of all immediate preventive measures that he knew there was only one worth consideration. Speaking plainly, the issue depended upon the fathers and brothers of those who could make army corps mere numbers. He would suggest that organised labour, all over Europe, should, upon the threat of European war, threaten a general strike. They would thereby paralyse any army and prevent it taking the field.

The general strike was undoubtedly the most dangerous and terrible weapon at the disposal of the organised workers, and he believed the mere threat of it would be enough to paralyse the financiers, who were the real war-makers. It was, at any rate, the only remedy that suggested itself to him for making war impossible. The working classes had all to lose and nothing to gain by war, for victory as well as defeat made their country bankrupt.

Sir Frank Lascelles addressed the meeting, explaining that he had been invited to say something as to the relations between the German and ourselves. Having been an Ambassador of the Crown for a number of years, he declared, he had naturally tried, while maintaining and supporting the interests of his own country, to conciliate the people of the country to which he was accredited. But he had found it difficult, owing largely to the distrust that existed on both sides of the North Sea. That distrust was chiefly due to misunderstanding, and it must be a portion of the work of the society to remove that misunderstanding.

If he were a German, he would wish with his country to have a great fleet for the protection of her commercial, industrial, and colonial interests. But a great many people in Great Britain believed that the German fleet was only built as a menace to England. He did not believe that. But he admitted the possibility that one day that fleet might become hostile one. For that reason we must have a fleet sufficiently strong to prevent even that remote possibility.

Resolutions were carried urging the establishment of a Press Bureau for the circulation of authentic news on international questions, and condemning the agitation for the introduction into this country of compulsory military service in the following year greatly increased.

The Duke of Montrose proposed "Permanent Friendship and Prosperity to the Commercial Relations between the Two Island Empires," which was supported by Sir John Cockburn and M. Yves Guyot. Prince Tokugawa replied.

## SHIPPING NOTES.

There is a prospect of trouble in the Australian passenger trade. The Norddeutscher-Lloyd Company notify that, commencing in October next, they propose to cut the rates for voyagers proceeding by their steamers from Southampton to Commonwealth ports. They, in common with the Peninsular and Oriental and the Orient companies, at present charge £65 to £75 first cabin, and £35 to £42 second cabin. At the date named, the German company will reduce the figures to £60 and £35, respectively. The reason is quite simple. Of late years the Peninsular and Oriental and the Orient Lines have been putting into their Australian services new and luxuriously equipped steamers of 11,000 and 12,000 tons. The German company in these circumstances maintain that their steamers ought, by agreement, to be entitled to charge somewhat lower rates for passengers than those of the lines named. Apparently the British companies do not see things in that light. They class their mail steamers with those of the Norddeutscher-Lloyd and the Messageries Maritimes, and contend that on all mail lines the fares should be the same, and somewhat higher than on non-mail vessels. As against this it may be stated that on the North Atlantic the grading of passenger steamers is not determined by such a consideration, but in relation to the character of the steamers. The British companies seem to have no objection to the German company putting on bigger steamers in their Australian service if they wish to do so. It seems that Herr Hoekken, director-general of the Norddeutscher-Lloyd, is now in Australia, so that he should be well able to judge of the effect of the new Peninsular and Oriental and Orient boats on his company's service from Southampton, and the need of a competitive fare. If the Germans insist on the proposed cut in rates the British companies would, presumably, have to follow suit. But as a timely intimation has been given, it is possible that an accommodation will be arrived at, and a rate war avoided.

A good deal of prominence is naturally given in the annual report of the International Mercantile Marine Company to the early advent of the new White Star liners *Olympic* and *Titanic*. The opinion that these mammoth vessels will make a successful appeal to the travelling public is no doubt well founded. The experience of the *Lusitania* and the *Mauritania*, is, indeed, sufficient proof. These much bigger ships are certain to excite extraordinary interest, even if in point of speed they do not aim at equaling the *Cunarders*. Regarded at the outset as a bold and even perilous experiment, these 45,000-ton boats are now declared on all hands to be the type of the Atlantic liner of the future. All the same, those courageous enterprises are not always at once successful. It is a little surprising to learn from the combine report that the *Laurentic* and the *Magantic*, the 14,000-ton liners which the White Star built for the Canadian trade, gave a not very satisfactory financial return in their first season. Perhaps it will still take a little time to disillusionise the public of the idea that the nearest way to Canada is by way of New York. This season, however, the *Laurentic* and the *Magantic* ought to give a better account of themselves, as there is quite a boom in the Canadian trade, and emigration from Great Britain seems likely to attain record figures. It may be questioned, too, whether Canadian export trade, which is in a far more flourishing condition than that of the United States, is not likely to make remarkable strides in the next few years. One of the most despondent sections of the combine report is that in which the contraction of American exports, and the necessity of diverting cargo steamers to other parts of the world, is dealt with. The freight position is without doubt, the most unsatisfactory feature that lies in the United States trade hove to face.

The moral of the story of the disabled Austrian-Lloyd liner *Trieste* is obvious. Had she been equipped for the purposes of wireless telegraphy the anxiety respecting her would never have arisen, as the vessel was at no time off the steamer route, and assistance could have been immediately despatched. The result may probably be to convince the Indian Government, that in the matter of wireless telegraphy it ought no longer to lag behind even Australia. As showing what ships can do, it may be mentioned that the *Oronto*, of the Orient Line reports from Port Said that she was in communication with the signal station at Poldhu, Cornwall, 1,500 miles off, previous to her arrival in Egyptian waters. Peninsular and Oriental steamers have also made many long distance communications by wireless. The United States House of Representatives has passed a bill compelling vessels carrying fifty people to have a wireless equipment. Action of a similar kind has so far not been taken in Great Britain, the feeling of the Board of Trade being, no doubt, that British shipowners can be trusted to move with the times. Such cases as that of the *Trieste* have an educative effect, since they lead people to choose the steamer with wireless as likely to be the safest. In the long run, therefore, public sentiment is powerful. The difficulty of establishing communication in a rough sea has frequently suggested the need for the carriage of some simple form of rocket apparatus.

The report that Liverpool is preparing for the docking of vessels of 60,000 tons is probably well founded. It is quite certain, however, that the 60,000 ton ship is not yet in prospect. The report that the Cunard Company has such a steamer in contemplation must be compared with the actual statement of Mr. Booth, its chairman. This was to the effect that in his judgment the

future of the New York trade lies with the combined passenger and cargo steamer of 40,000 or 50,000 tons. There is no suggestion here of a 60,000 ton ship. The White Star Laviathans, of which the first is to be launched in October, are of 45,000 tons, and the new Hamburg American liner is to be just a little larger. The 30,000 ton ship is, therefore, not in sight at present, although the Cunard Company may have something approaching it in view. For long enough we have been told to expect the 1,000ft ship. It is now stated that the Mersey Dock Board also has it in mind to provide accommodation for vessels 1,100ft in length. The policy of building docks in advance of shipping is, of course, to be recommended, simply, because the naval architect works faster than the dock constructor. But it may be questioned if even the 1,000ft limit will be attained at present. There is no 900ft ship in sight at the moment either at Belfast or at Stettin. Why the Cunard Company should wait a length of 1,000ft, it is difficult to see. That such ships will come one day does not admit of doubt. The Mersey Docks Board is therefore well advised in taking time by the forelock.

It is reported that the Cunard Company is interesting itself in the extended enterprise which Messrs. Davitt & Moore have in view in connection with the sail training of young officers for the mercantile marine. It is one more proof that the steamship companies are facing the need for special facilities of this kind, owing to the rapid disappearance of sailing ships from under the British flag. The amount of sail tonnage got rid of lately is enormous. Foreigners buy it, and apparently are able to make it pay.

The *Jonathan Holt*, the first ocean-going mosquito-proof steamer, has arrived in the Mersey from the Clyde, where she was built to the order of Messrs. Holt & Co., of Liverpool. She is the first ship of special design for the Liverpool-West African trade. She carries a large cargo in a small draught, and is built on the Iselerwood system, with extra strong bottom for crossing sand-bars and navigating African rivers. Professor Major Ronald Ross's recommendations have been carried out by the owners for mosquito-proofing all living quarters. Copper gauze fittings are provided for all doors, windows, side-ports, skylights, ventilators, and passages, to prevent the malaria-bearing mosquito entering.

## FAIR TRADE PROSPECTS IN THE FAR EAST.

A general improvement in the trade prospects of the Far East has set in, says the *Revue du Commerce et d'Industrie Orientale*. The China markets are at last recovering from the long period of depression and financial distress which dated back to 1905. Exchange, though it has been disastrous to import, has nevertheless stimulated exports, the steadiness in the price of silver helping greatly towards it. The remarkable change of front assumed by the people of China in reference to the railway question is also bound to lead in the near future to a great expansion of trade. The foolish policy of the gentry who are shrewd of the entry of foreign capital into China will only be a temporary check to railway development, for, eventually, just as they have understood the advantages of railways in China they will comprehend the necessity and utility of foreign capital and management. There has risen in China a great aspiration to develop her vast resources, and it is certain that the impediments will be few and far between henceforth. A great impetus to trade in the State Settlements and the Federated Malay States has been given by the high price of rubber. Rubber rotations are the order of over-production in the future years the next few years, it is confidently asserted, will be ones of unbounded prosperity for the rubber trade. In recovering, and if prices keep at the present level, and especially the mining industry will have little to complain of.

The ultra-protective policy adopted by Indo-China is not a great check to trade; but it is a policy to eradicate which would require a change in the fiscal arrangement of the mother country, which is well nigh impossible. But the favourable outlook of the rice harvest, which is almost the only industry of the Colony, will surely add to the general prosperity of the Far East.

It is doubtful if the Payne Tariff will prove beneficial to all the Philippine industries, but it has given a stimulus to the cultivation of sugar and tobacco. Crops in Japan are excellent, and judging by the trade figures for January, the year will set a record trade for Japan. Enterprises, especially electric and hydro-electric, are springing up in large numbers. The fact of the satisfactory result of the first bond conversion is an index to the prosperity of the land. The restriction of credit and the re-adjustment of financial and business relations has brought about a very healthy tone to the trade of Japan. The cotton trade is still in a bad way, but it is assured that the present season will bring about a change in the condition of the trade.

Shan has had a bumper harvest, the tea forest operations are very satisfactory. With a gold currency, and an enlightened government, the resources of the country are being developed more rapidly than expected. And while the railway between the Malay States and Bangkok is completed there will be opened up for trade a stretch of land extremely rich in tin, and it is stated, extremely well adapted for rubber and coffee cultivation. The ports of China are showing signs of increasing prosperity. Manchuria has become famous for the bean trade, and the splendid harvests are variously reported to be 20 per cent. above the average. The total trade of Manchuria had increased from Tls. 44,882,001 in 1906 to Tls. 95,712,627 in 1908, and last year it was still higher.

India is far off for our calculations, but even there the total volume of trade in 1909 is greatly in excess of 1908, the balance of export over import being £38,000,000. But for trade distance between two countries is of little importance. Commerce, finance and industry in their modern state of development have broken down political boundaries and are so interwoven internationally as to be dependent upon one another. The more the interchange of products increases the more the countries concerned will be enriched. When the projected railways in China are completed the prospects of trade in the Far East will be vastly superior to those of to-day.—HENECKESEN.

## HAMBURG LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

July 8th.

## STATE INSURANCE.

The draft bill for the levying of Navigation Dues on inland waterways, mentioned in one of my last letters, was passed by the Federal Council (the Bundesrat) last week and will be submitted to the Reichstag on its reassembling in the autumn.

A measure of great social importance, particularly for the middle classes, is now under consideration. Its object is the extension of the State insurance organization to private employees with a view to provide pensions for them and their families in case of death, invalidity and old age. The term "private employee" embraces all persons, male or female, employed by private firms, companies and others at fixed salaries, and includes not only managers, clerks, engineers, mariners, &c., but likewise teachers, assistants in chemist shops and others. For all these insurance will be compulsory, from the age of sixteen to sixty-five, after which they will be entitled to old-age pensions in accordance with their last salary and the length of time they have contributed.

A memorial published by the Imperial Home Office sets forth the general principles of the scheme, which are similar to those of the State insurance organization for "Invalidity" now in operation; the Board of Administration will like be modelled on that of the latter.

The number of private employees has been computed at 1,663,600 in the whole of Germany; deductions will, however, have to be made for apprentices and other unpaid workers. The annual premium is provisionally fixed at 8 per cent. (of which one-half is to be paid by the employer) of the salary received; in order to avoid too great a strain on the funds it is proposed to treat salaries above M. 5,000.—(£250)—as of that amount only, it being held that persons enjoying a larger income can well afford to insure the surplus.

Not until 120 monthly payments have been made will claims for pensions be admissible, but it is left open for discussion whether in cases of the death of the bread-winner after sixty monthly contributions the widow and children should not be granted pensions on a reduced scale, say, one-half of what they would have been entitled to after the full 120 payments. Female employees are more favourably treated, as they shall be allowed reduced rates after the first sixty monthly contributions if "professionally incapacitated," whilst in case of death their children shall have the option of claiming a pension or receiving back the amounts paid so far, but without interest, the same to hold good after payment of the 120 monthly premiums. Female employees will then be on the same footing as their male competitors. It is proposed to fix the pension at 20 per cent. of the last salary received, to be increased by 1 per cent. for every further year's contribution so that after 40 years, at the age limit of 65, it would come to 50 per cent. The average salary of a private employee having in 1903 been ascertained to be about M. 2,100, the pension on this amount would therefore be M. 1,050, to which has to be added M. 390 accruing from other State insurances. In reality the total will be somewhat less, as only in very exceptional instances will anybody have begun to pay his premium at the age of 16 and continued to do so without interruption to the end. This would place private employees very much on the same terms as servants of the State with regard to the rate of pensions, provided the same rules be applied in determining "professional incapacity"; at the age of 65 the pension will be due whether the recipient be still fit for work or not. At the death of the husband after payment of 120 monthly premiums the widow shall receive an annual pension equal to 40 per cent. of the one he would have been entitled to at the time, and each child 8 per cent.; should the children be left parentless the amount to be increased to 133 per cent. to the general prosperity of the Far East.

The rules laid down for carrying out the scheme are somewhat complicated and will cause employers a considerable amount of work and expense, for they will have to notify to the authorities—the engagement—of every new employee and his discharge and be answerable for the due payment of all premiums, which it will be his duty to collect and pay into the Reichsbank or one of its branches or into the post office with a list of the contributors. The latter will be advised by postcard of such acknowledgement to apply to the authorities for an explanation. Books in which to enter the amounts and dates will be supplied to the contributors free of charge.

All pensions will be paid by the post office. Employes shall be at liberty to insure with private companies or other institutions instead of contributing to the State fund, provided the authorities after careful investigation find the latter to offer the same security financially as the government and equal or better terms. Restrictive clauses as to residence are inadmissible, as also rules entailing the forfeiture of previously paid premiums should payment for some reason or other be discontinued. It is obvious that greatest irregularity in that respect must prevail amongst a class liable to frequent changes of place and employer, and to dismissals at short notice, particularly in times of depression of trade. Plans for the transfer of existing policies to the State Insurance Fund are therefore under consideration.

It is generally admitted that the middle classes have a fair claim on the State, after it has done and is still doing for the lower orders, and that a measure such as that proposed would be a veritable boon, but the bill in its present form is not regarded with favour. In the first place, an annual premium of 8 per cent. is looked upon as much too high, as employes, particularly those in receipt of small or moderate salaries, can ill spare 4 per cent. for the purpose, besides their payments to other State insurance funds; the result would inevitably be that employers would have to pay the whole of the contributions, which would be a heavy tax,

more especially as in large establishments additional clerks would have to be kept for the sole object of attending to the work connected with it. Then it is argued that the rate of pensions proposed stands in no proportion to the premiums, and that ten years seem a long time to wait before pensions can be claimed. Fears are expressed at the same time that the working expenses are likely to prove enormous, absorbing a large proportion of the receipts. Other objections are raised on minor points, but they do not appear of sufficient interest to find a place here.

## AIRCRAFT VOYAGE ACROSS THE ATLANTIC.

NYC TO LONDON.

## DARING PROJECT.

Under the auspices of *The Daily Telegraph* and the *New York Times*, an attempt is to be made this summer to cross the Atlantic Ocean by airship. This difficult task is to be undertaken by Walter Wellman and Melvin Vaniman upon their own responsibility. The start is to be made toward the end of August or early in September, from a base somewhere near New York, and, if practicable, London or its vicinity to be made the eastern terminus of the voyage.

The airship to be used is the motor-balloon known as "The America," which was built for the Wellman Polar Expedition, and twice severely tested in voyages over the Arctic Ocean north of Spitzbergen.

It goes without saying that the efforts of Messrs. Wellman and Vaniman will be a most interesting aeronautic, engineering, and scientific adventure. Men have long talked of crossing the Atlantic by balloon or airship, but this is the first actual attempt to make the voyage. It is all the more interesting because a Marconi wireless telegraph equipment is to be carried upon the craft, and it is hoped almost constant communication may be maintained with the *New York Times* and *The Daily Telegraph* by transmission to steamships, and thence to land stations.

The purpose of the voyage is a much higher one than the performance of a mere sensational feat in aeronautics. It is to make a demonstration, on a large scale, of the utility of motor-balloons for naval and military purposes, and thus to contribute to the progress of the arts and sciences. The projectors of this daring project are not engaged in it with any idea of pecuniary gain. Nor do they have much faith in the practicability of airships of any sort for purely commercial uses, that is, regular voyages for profit. But they do believe airships of the type of the "America" are to be largely employed as battleship and naval station destroyers in the future, and that a demonstration such as they propose will have great value.

## PROSPECTS OF SUCCESS.

As to the prospects of successfully completing the long voyage from America to Europe, neither Mr. Wellman, the director, nor Mr. Vaniman, the engineer, express any great degree of confidence. The most they are willing to say is, that in their opinion, they have a reasonable chance of success, enough to warrant the effort. Their experience in building and handling the airship designed to go to the North Pole is of inestimable value to them. While they were not successful in their Polar voyages, they believe the training and knowledge gained in those efforts may possibly have prepared the way for success in the present enterprise, in some respects still more difficult than the attainment of the Pole by the aerial route, and fully as interesting and valuable to the cause of progress.

During the past winter and spring the airship "America" has been rebuilt and enlarged at workshops in the suburbs of Paris. It is second only to the Zeppelin in point of size among the airships of the world. Its length is 228ft, its greatest diameter 52ft, its volume 345,000 cubic ft. Its total lifting capacity is 24,000lb—twelve tons. The steel car is 15ft long, and weighs 4,500lb. The balloon part (composed of three thicknesses of cotton and silk and three layers of rubber) is 4,500lb. The motors and other machinery, a crew of six men, aeronautic and navigating instruments, lifeboat, wireless apparatus, tools, repair materials, food, and water and small items weight 5,000lb, leaving about 10,000lb, or five tons available for carrying gasoline.

## AIRCRAFT'S ENGINE POWER.

The airship is equipped with three engines. One of 70-80 horse-power gives the ship a speed of about twenty statute miles per hour, and is the motor which will probably be used most of the time during the voyage. The quantity of fuel carried gives the ship a radius of action greater than the distance to Europe, and study of the average direction of the winds during the past twenty-five years indicates a strong probability that their not effect will be helpful. The general direction of the winds of the North Atlantic during August and September is parallel with the course from New York to London. The airship is equipped with resources designed to send her across the ocean by her own power, without help from the air currents, but if the net effect of the wind movement should chance to be highly unfavourable, the voyage could not be made.

The airship is also equipped with an eight-cylinder motor of 200 horse-power, which it is planned to hold in reserve for occasions when higher speed is required. With both engines in motion, driving each its pair of twin-screws, the speed of the ship will be nearly thirty statute miles per hour. A small motor, 10 horse-power, drives the air pump, and performs other services connected with the machinery.

## PROBLEM OF BUOYANCY.

As to the time required for the proposed voyage, assuming that accidents incident to trials are averted and a fair start is once made, six to ten days should be enough. One of the problems is how to keep the ship in the air that length of time—a more serious problem over the North Atlantic than it was in the proposed voyage over the Arctic Ocean to the Pole, for in the latter case there was no alternation of day and night, and no wide variation of temperature. In a voyage over the North Atlantic at the end of August, the mean shade temperature will be from 60 to 65° F., but it will be necessary to reckon upon extremes varying from 55deg to 110deg—the former at night, the latter in the afternoon, when the sun's rays heat the gas within the huge envelope, much as they heat the air within a greenhouse. If in an afternoon of brilliant sunshine the gas is heated to 110deg, during the following night cools to 55deg, this 50deg of change means a contraction of the gas of about one-tenth of its volume, or a loss of lifting force of about 2,400lb. During the same 24 hr. it might well happen that atmospheric pressure increased ten millibars (2-5th of an inch) of mercury, causing a further contraction of gas equal to 350lb of lifting force. Moreover, if the night changed to rainy or a heavy dew fell, the great expanse of the balloon might accumulate moisture weighing 1,000lb. Leakage of gas would meanwhile contribute 150lb to the loss of buoyant force. Should all these factors combine in one night, following a day of hot sun, the total loss of lifting force, less weight of gasoline burned meanwhile in the motors, might be 4,000lb.

## AUTOMATIC BALLAST.

The following day, with the sun again shining brightly, the gas expanding, the moisture evaporating, and, perhaps, the atmospheric pressure diminishing, there would be a like gain in lifting force, accentuated by the consumption of gasoline in the engines. It thus appears that while the normal lifting force of the airship is about 24,000lb, and the cargo to be carried is, of course, adjusted to this capacity, the lifting force is a variable quantity which may go upward or downward two tons in the course of twenty-four hours. How to meet such conditions without quickly exhausting the life of the ship is one of the problems of airship physics and engineering. It is a problem which involves peculiar difficulties in operation over land, where temperature changes are not only likely to be greater than over sea, but where it is impracticable to employ stabilizing weights, which at one moment may be carried upon the airship, and a few hours later may be dragged upon the surface of the earth, or vice-versa—in other words, ballast which may be thrown overboard when not wanted, and be recovered again when needed, according to the shifting circumstances.

This automatic equilibrating method may be safely employed in a voyage over sea, and the inventive and constructive skill of Engineer Vaniman has been actively at work upon this phase of his task. Particulars of this most interesting and absolutely necessary adjunct of a long voyage over sea will be given later in the columns of *The Daily Telegraph*.

Messrs. Wellman and Vaniman feel that they have gone at their task with full realization of its difficulty; that they have carefully studied obstacles, and employed good planning, engineering, and construction in an effort to overcome them; and that it now only remains to be seen how well the Fates will be to them when they endeavour to realize their project in practice. At any rate, they have the satisfaction of knowing that though they may be enthusiasts they are working from actual training and experience. The newspapers which are aiding them to meet the large expenses of the voyage have not been asked to pay so much as a penny to the promoters of the enterprise, nor even to offer a prize for successful achievement of their task.

## THE CHANGING EAST.

INTERVIEW WITH SIR R. BRETON.

One has become so used to speak of "The Unchanging East

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS Codes; A.B.C. 5th Ed.-Lieber's.

## NEW ADVERTISEMENTS

## NOTICE.

THE EXCHANGE and GENERAL BUSINESS of the Undersigned will hereafter be carried on by my Son, Mr. K. D. GAZDAR, under the name and style of "GAZDAR & CO".

D. D. GAZDAR,  
Bill and Bullion Broker,  
No. 34, Wyndham Street.  
Hongkong, 1st August, 1910. [893]

HONGKONG ICE COMPANY, LTD.

## NOTICE.

IN Accordance with the Provisions of No. 104, of the Articles of Association the General Managers have This Day Declared an INTERIM DIVIDEND for the half-year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 1st Inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 13th inst., 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong, 1st August, 1910. [894]

OSAKA SHOSEN KAISHA.

## NOTICE TO CONSIGNEES.

The Co.'s S.S. "CHICAGO MARU,"  
FROM TACOMA, JAPAN AND  
MANILA.

THE above-mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, the 6th inst., at NOON, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 8th inst.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA.

Hongkong, 2nd August, 1910. [895]

S.S. "AUSTRALIAN."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London "Cordouan" from Havre ex s.s. "Cordouan" from Bordeaux ex s.s. "Leroy Lallier" and "V. de Cete," in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 8th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th inst., they will not be recognized.

All damaged packages will be examined on the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, 1st August, 1910. [896]

THE HONGKONG WEEKLY PRESS &  
CHINA OVERLAND TRADE REPORT  
is now ready and contains:-

Epitome of the Week's News.

Leading Articles:

Hongkong Highways.

The Royal Income.

The Future of Korea.

Education in Hongkong.

The Situation at Colowan.

Reputation of Free Trade.

An African Problem.

Random Reflections.

Hongkong News.

Sailors Refuse to join Their Ship.

Heavy Sentences Passed on Snatchers.

With Dog and Gun in the New Territory.

Promenade Concert.

The Famous Canal and Japan.

Drowning Party at Shanghai.

A Business Ledger.

Japanese Rice in the Philippines.

Stranding of the "Mongolia."

Another Rising Feared.

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The Macao Notes.

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Hongkong, 2nd August, 1910.

## PUBLIC COMPANY

HONGKONG, CANTON & MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 9th August, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Acting Secretary.  
Hongkong, 12th July, 1910. [825]

## FOR SALE

VALUABLE PROPERTY on the middle avenue (Parke Avenue), British Concession, Shamian, Canton. Present occupant's lease runs to end of 1910, and he would like to renew it if the purchaser does not want to renew it. Particulars upon application.

Address: — Care of "Daily Press" Office, Hongkong, 1st August, 1910. [839]

NOW ON SALE.

HONGKONG HANSDARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE - - - \$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE R. LOTS 31 and 36 at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASES.

MARINE LOT No. 285  
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply: — G. FENWICK & CO., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

KIDNEYS AUSTRALIAN SHEEPS

KIDNEYS

60 CENTS PER DOZ.

THE DAIRY FARM CO., LTD.

[42]

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK

of Gentlemen's 1 HOSE (SOCKS) assorted Shade and Designs, also HOSE GARTERS, BRACES, SCARF PINS STUD and SLEEVE BUTTONS. Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIRES and SCARFS, DRESS TIES, BLACK and WHITE HAND-KERCHIEFS, PLAIN and HEM-STITCH, COTTON and LINEN, DRESS HAIR BRUSHES and COMBS, &c., &c.

HOOSAIN ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 18th July, 1910. [707]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.

WITH CHAMBER for 8 CARTRIDGES FIRING 3 SHOTS in 2 SECONDS.

SIEMSSON & CO.

Hongkong, 6th March, 1907. [38]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to: — J. HENNESSY SETH,

No. 4, Ice House Street.

Hongkong, 2nd July, 1910. [795]

FURNISHED SUITES.

DRAWING ROOM, BED ROOM and

BATH, with Board, Tennis Court.

To be Opened October 1st.

Apply: — MRS. OUTERBRIDGE,

5, Knutsford Terrace, Kowloon.

Hongkong, 19th July, 1910. [841]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to: — HENRY HUMPHREYS,

Alexandra Building.

Hongkong, 2nd February, 1910. [151]

TO LET.

OFFICES, Hotel Mansions.

Apply to: —

N. J. STABB,

Acting Chief Manager.

Hongkong, 16th July, 1910. [19]

## AUCTIONS

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION.

ON THURSDAY, the 11th day of AUGUST, 1910, at 3 o'clock in the afternoon, at his Sale Room, in Duddell Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.:—

All that Piece or Parcel of ground

# PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.  
WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at par, or at the very least, at their full nominal value.

EASY PAYMENTS.  
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £1s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France). [885]

## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.



WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincarnis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY  
From any leading Chemist.

### MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714]

### NOTICES TO CONSIGNEES

NORDDEUTCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES

THE Steamship

"PRINZ LUDWIG,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd Aug., at 9.30 A.M.

All Claims must reach us, before the 6th Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo  
Ex.s.s. "CABO" from Vélez.  
Ex.s.s. "GATO PAES" from Sevilla.  
Transhipped at Port Said.

NORDDEUTCHER LLOYD,  
MELCHERS & CO.,  
General Agents.  
Hongkong, 26th July, 1910. [5]

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each Consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th Aug., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 23rd July, 1910. [574]

### FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA."

Captain Bahl, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Aug., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex.s.s. "Pennsylvania" from New York.

Ex.s.s. "Sines" from Stettin.

Ex.s.s. "Fritz" from Stettin.

Ex.s.s. "Käte" from Stettin.

HAMBURG-AMERIQUE LINE

Hongkong Office

Hongkong, 27th July, 1910. [572]

### MITSU BISHI GOSHI KWAIASHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTABE, HOJO, NAMAZU, SAJO,  
SHINNEW and KAMIYAMADA,  
Collieries.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KÖBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI"  
Code, Al, ABC 5th Ed., Western Union.

AGENCIES—  
YOKOHAMA : M. ASADA, Esq.  
CHINKIANG : Messrs. GEARING & Co.  
MANILA : Messrs. MACONDRAY & Co.

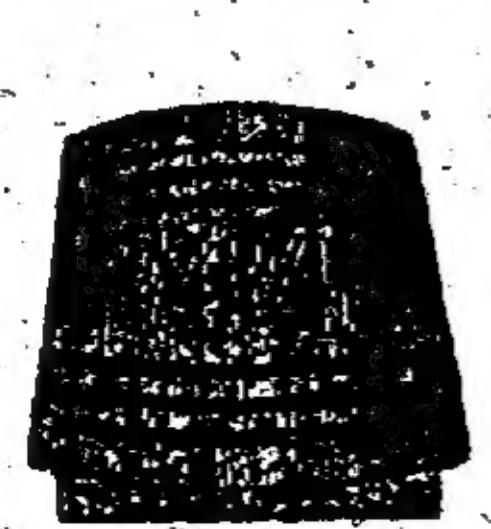
For Particulars apply to  
H. Oishi,  
Manager,

No. 2, Pader, Street, Hongkong.

Hongkong, 9th January, 1909. [574]

### AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
AND IS STILL IN USE AT THE PRESENT DAY.

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

Hongkong, 27th July, 1910. [573]

### THE NEED OF MEN.

#### LORD ROSEBERY'S CALL TO OUR YOUTH.

Lord Rosebery took for the text of his address on character and education, in opening new buildings of Colchester Grammar School the Empire's need of real men.

Having reluctantly refused to open the buildings until a whole holiday was granted, he said that Colchester in early recollection was associated with the oyster. He thought that there must be something in the bivalve in his own constitution. The oyster, we were told, might be crossed in love; but he did not know of any other impassioned emotions connected with it. The oyster was naturally solitary, naturally reticent, and it was perhaps those qualities that had brought him so constantly in touch with it. (Laughter.)

Education, he proceeded, must provide the men who are to guide our destinies. Not only were the old grammar schools rubbing up the old lamps, but all the great public schools, some, he was sorry to say, more slowly, but all with the object of fitting boys for their place in life. "All the nations are endeavouring to fit themselves for the rivalry of race, and the best education we can give is necessary to enable our nation not to win, but to hold its own in the fight. (Cheers.)

"It is melancholy to think sometimes that the enormous mass of the best material, the best manhood in the world which we possess, is really not put to its best use; and has sometimes great difficulty in finding any use at all. Thousands of boys when they come to the age of eighteen and are face to face with the question of what they are to do are unable to answer it, because they have not fitted themselves specially for anything. To schools like this we have to look that in the future such things shall not be." ("Hear, hear")—that boys shall leave school with some definite end in view, with some definite occupation to which they can betake themselves.

"There is room, I believe, for all the educated youth of Great Britain, room and occupation for all, if not at home, at any rate in the Empire." (Loud cheers.) He did not mean officials alone, though they were constantly increasing in number. "I was thinking, too, of the enormous opportunities in the outer Dominions of the Crown and in India for the educated youth of the country.

"What we want in England, what I think we shall increasingly want, is men. There is no word that the great Gladstone had so often on his lips as 'manhood,' and what he meant was the manhood, the courage, to follow his own conscience and convictions, and to act up to them independently of the convictions and persuasions of others. I am under the deep persuasion—that times are coming, if not now, when real man of manhood were never so much wanted. ("Hear, hear.")

"There is a tendency to impinge upon the liberty of the individual which I think vicious, and which can be effectively resisted only by rousing up men who are men not merely in appearance and talk, but in character and in conduct. (Cheers.) It is easier in this world to let the stream carry you where it will; it will probably end in the brambles, but that is not the way to do good and try to influence your generation."

"I thought that this country reared its greatest race from the middle of the sixteenth to the middle of the seventeenth century, from the accession of Elizabeth to the Restoration of Charles II. Not only did that period seem to produce its greatest characters in English history, but one had the feeling that the men from the highest to the lowest were of a higher quality than now."

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"Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy perennial good health."

They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action.

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**FORTHCOMING EVENTS.**  
 Tuesday, 2nd August—Auction of Crown Land at Public Works Dept., 3 p.m.  
 Saturday, 6th August—Annual Meeting of the Hongkong Gymkhana Club, at Happy Valley.  
 Tuesday, 8th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamship Co., Ltd., Noon.  
 Thursday, 11th August—Auction of Valuable Household Property at Sale Room, by Mr. Geo. P. Lammett, 3 p.m.  
 Friday, 12th August—Auction of Valuable Household Property at Sale Room, by Mr. Geo. P. Lammett, 3 p.m.

**SHIPPING.****ARRIVALS.**

AUSTRALIA, French str., 3,545, C. L. C. Monton, 1st August—Marsella, 3rd July, Mail and General—Messageries Maritimes.  
 CHINAN, British str., 1,350, L. Jones, 31st July—Shanghai 26th July, General—Butterfield & Swire.  
 CHILDAN, Norwegian str., 1,102, H. Nielsen, 31st July—Bangkok 25th July, Rice—Aasmund, Thorson & Co.  
 FOOSHUNG, British str., 1,423, C. B. Tweedie, 31st July—Java 22nd July, Sugar—Jardine, Matheson & Co.  
 HONGKONG, French str., 739, A. Cornelissen, 1st August—Haiphong 29th July, General—A. R. Martyn.  
 KEMBANG, British str., 1st Aug.—Canton—KUMANO MARU, Japanese str., 3,147, M. Winckler, 1st August—Melbourne 6th July, General—Nippon Yusen Kaisha.  
 KWANGTUNG, British str., 1st Aug.—Canton—SIBERIA, American str., 5,655, A. Zeeder, 1st Aug.—San Francisco 28th June, General—P. M. S. Co.  
 SIGNAL, German str., 940, J. Loerzen, 1st August—Stralsund 16th July, General—Jelsen & Co.  
 SINGAPUR, British str., 1,047, F. Jamisséon, 1st August—Haiphong 30th July, General—Butterfield & Swire.  
 ZAFIRO, British str., 1,618, R. Rodger, 1st August—Manila 30th July, Hemp, Sugar and General—Showan, Tomes & Co.

**CLEARANCES.****AT THE HARBOUR MASTER'S OFFICE.**

1st August.

Fukut Maru, Japanese str., for Singapore.

Lawhill, British barque, for New York.

Seang Lee, British str., for Amoy.

**DEPARTURES.**

1st August.

AUSTRALIA, French str., for Shanghai.

HANGZHOU, British str., for Canton.

KWANGTUNG, Chinese str., for Shanghai.

LOOSOK, German str., for Bangkok.

**SHIPPING REPORTS.**

The British str. "Singap" reports: Light Southerly winds, fine and clear weather.

**VEESSES IN DOCK.**

August 1st.

KOWLOON DOCK.—Houseboat, Gloria, Shunlee, Pakhal, Ute, Drifstar, Lawhill, Port Bean.

COSMOPOLITAN DOCK.—Jolana.

TAIKOO DOCK.—Union, Phrahuang, Tjihini, Siberia, Chondai.

**PASSENGERS ARRIVED.**

Per Singap, from Haiphong, Mr Ling.

Per Manche, from Haiphong, Mr and Mrs Salaberry, Mr Leconte, Mr and Mrs Seven-decker, Mr Mazozani, Mr Rienau and Mr Caire.

Per Kumano Maru, from Australia, for Hongkong, Mr S. H. Cook, Mr J. S. Hord, Mrs F. Starkay, Mr C. Tudor, Mr and Mrs Eusticnap and child; for Kobe, Mr G. Hardy, Mr and Mrs J. L. Jensen; for Nagasaki, Mrs F. Mizutani and Mrs M. Yamaguchi; from Yokohama, H. C. Cummings, Lieut. J. Fisher, Mr P. F. Hawdon, Mr and Mrs Schellabacher, Mr J. Ishikawa and F. Lara.

Per Australasia, from Hongkong, from Marseilles, Mr Thivroux de Gurliens, Lt. de Vaisse, Mr Levy and Mr E. W. Grey; from Saigon, Mr and Mrs R. C. Edwards and infant, Mrs Page and 2 month, Mr R. C. Posio, Mr R. P. Eccles and Mr Vindylou; for Shanghai, Mr. Noel Faury, Mr Cecile, Paul and Mr Sie; from Batavia, Capt. Kroosay Capt. Spruit; from Singapore, Miss Damper and Miss Mary; for Kobe, from Batavia, Mr Napie; for Yokohama, from Batavia, Messrs Honney and Hirst; from Batavia, Messrs Ottone and Wagner; from Singapore, Mr Wallace.

Per Siberia, for Hongkong, from San Francisco, Miss M. E. McLellan, Miss M. Daniels, Mr B. Reamey, Judge and Mrs J. M. Lessing, Master Lansing; from Kobe, Mrs J. Cameron, Miss E. Cameron, Miss C. Cameron and Miss M. Cameron; from Manila, Mrs C. R. Burke, Mr W. Bullard, Mr A. Bridle, Mrs L. E. Courtland, Miss W. Courtland, Miss M. W. Creagh, Mr J. M. Dickinson, Jr., Mr M. Derrick, Mr C. F. Kennett, Mr C. C. Kinne, Miss Anna Lowe, Mrs R. C. Morgan, Mrs H. L. Marker, Mr C. W. Olson, Miss N. S. Allen, Mrs E. C. Ewell, Mr W. L. Granberg, Mr and Mrs C. M. Lovsted, Mr J. Mainiand, Mr H. P. Robinson, Miss F. V. Rodgers, Miss H. Jobyue, Mrs F. Tufts, Mr and Mrs A. Seale, Mrs Geo. E. Wolf, Mrs G. W. Wright and Mr W. D. Miller.

**VEESSES PASSED ANJER.**

July 1, British str. "Chu Matheson," Beer, from Delagoa Bay for Batavia.

July 1, Dutch str. "Bali," Schnurman, from Amsterdam for Batavia.

July 2, British str. "Taron," Neptuer, from Moji.

July 7, Dutch str. "Timbra," Le Clerc, June 4, from Rotterdam for Batavia.

July 7, Dutch str. "Gaentier," Fatto, July 7, from Batavia for Rotterdam.

July 8, British str. "Apollo," Bevy, from Durban for Batavia.

July 8, British str. "Clan Robertson," Ody, from Batavia for Batavia.

July 9, British str. "Claremont," Thomas, July 9, from Batavia for Port Said.

July 10, British str. "Brooky."

July 11, British str. "Austrania."

July 12, British str. "Queda," Coope, July 12, from Batavia for Tjilatjap.

July 18, German str. "Lothringen," Dirks, July 12, from Batavia for Marseilles.

July 18, British str. "Oopack," Barber, June 3, from Amsterdam for Batavia.

July 18, British str. "Islander," Doons, July 16, from Singapore for Christmas Island.

July 19, British str. "Ula," from Colombo for Samarang.

**STEAMERS PASSED THE CANAL.**

July 5th—Blenkins, Carnarvonshire, Muncaster Castle, Sambia, Tinten, 6th—Diedrich Mirosaki, March 12th—Spacie, Vorinerts, 15th—Hester, Indrauatu, Pore, Senezambo, Buraga, Teekui, 17th—Bendora, Borneo, Glenava, Cebon, Hollas, Sibera, Socotra, 22nd—Abbil, Kita Maru, Villa de la Ciotat, York, Anthal, 26th—Ching Wo, Laotie, Yunan, Indrauatu, 29th—Andria, Armand Belic, Deucation, Kauchai Maru, Menam, Persus, Suoria, Syria, Badenia.

**VESSELS ADVERTISED AS LOADING.**

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

**SECTIONS.**

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

**VESSELS ON THE BERTH**

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**

"ASSAYE," Captain Owen Jones, carrying His Majesty's Mail, will be despatched from Hongkong, 8th, on SATURDAY, the 6th August, 1910, at noon, taking passengers and cargo for the above port in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 18th September, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to B. A. HEWETT, Superintendent, Hongkong, 25th July, 1910. [1]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"WRAY CASTLE," { On or about 6th August.

For freight and further information apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 13th July, 1910. [82]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARDIGANSHIRE," Captain W. O. Tyers, will be despatched above on about 13th August.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 25th July, 1910. [861]

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

"ALBENGIA," Captain Lorenzen, will be despatched to the above port, on or about the 17th August.

For Freight apply to CARLOWITZ & CO., Agents.

Hongkong, 26th July, 1910. [862]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (DIREC), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through routes to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)

THE Company's Steamship

"SILESIA," Captain Radonicich, will be despatched as above on SATURDAY, the 27th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Prince Buildings, Hongkong, 1st August, 1910. [862]

Cutter, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS

Cutter, Palmer & Co., London, AGENTS.

SIEMSEN & CO., HONGKONG.

**NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.**

STEAMERS TONS TO SAIL

FROM	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST"	17,000	{ Wedday, 10th Aug., at NOON.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	Capt. G. Bolte	About 17,300	{ 10th Aug.
MANILA, YAP, NEWGUINEA, SAMARA, BRISBANE, SYDNEY	Capt. F. Iske	6,100	{ Saturday, 13th Aug., at D'light
YOKOHAMA & KOBE	Capt. D. LENZ	6,000	{ 23rd August.
KUDAT and SANDAKAN	Capt. F. SEMILL	5,650	{ End of August.

\* Fitted with wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD,**  
MELCHERS & CO.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 2nd August, 1910.

**THE BANK LINE LIMITED.**

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

**PROPOSED SAILINGS FROM HONGKONG FOR**

**VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE**  
VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail or About.
REDHILL...	3,889	H. E. Dowall	23rd August.
SUPERIOR...	6,232	F. S. Cowley	27th September.
KUMERIC...	6,232	G. B. McGill	20th October.
AYMERIC...	4,362	J. Boyd	20th November.

These Steamers are specially fitted for the carriage of Asi

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DENANHA Capt. H. Powell	1st Aug.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. Owen Jones	Noon, 6th Aug.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAINTES and MARSILLES	POONA Capt. A. F. Vino, R.N.E.	3 P.M., 10th Aug.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PERA Capt. W. W. Cooke, R.N.R.	About 11th Aug.	Freight only.
For further Particulars, apply to	E. A. HEWETT, Superintendent		
Hongkong, 1st August, 1910.			

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 2nd Aug., 3 P.M.
SWATOW, CHEFOO & TIENSIN	"KUEICHOW"	On 3rd Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 4th Aug., 4 P.M.
ILIOILO & CEBU	"SUNGKLANG"	On 6th Aug., 4 P.M.
CHEFOO & NEWCHWANG	"NANCHANG"	On 8th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWAN"	On 31st Aug., 3 P.M.
DIRECT SAILINGS TO WEST RIVER.	Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

**SHANGHAI LINE**  
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd August, 1910.

**EAST ASIATIC CO., LTD.**  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI  
**RUSSIAN EAST ASIATIC CO., LTD.**  
ST. PETERSBURG & VLADIVOSTOK  
**SWEDISH EAST ASIATIC CO., LTD.**  
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE "YEDEO"		On 7th August.
COPENHAGEN and ST. PETERSBURG "INDIEN"		End of August.

For Further Particulars apply to MELOHES & CO., AGENTS.

Hongkong, 30th July, 1910.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW  
AND RETURN.

Occupying 9 to 10 Days.

CAPTAIN LEAVING.

"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd Aug., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 5th Aug., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 A.M.

FOR SWATOW AND RETURN.  
(Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart WEDDAY, 3rd Aug., at 10 A.M.

Steamers will arrive & depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 30th July, 1910.

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Tuesday, 2nd Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 4th Aug., Noon.
SHANGHAI	"HANGSANG"	Friday, 5th Aug., Noon.
TIENSIN	"CHIHSING"	Friday, 5th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 5th Aug., 4 P.M.
MANILA	"TUENSANG"	Friday, 12th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOORSANG"	Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.  
The Steamers "KUTSANG," "NAMSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Extra.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Hongkong, 2nd August, 1910.

GENERAL MANAGER [14]

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910,

S.S. KIYO MARU ..... 17,200 tons gross ... Sail Aug. 23rd, at Noon.  
S.S. BUJO MARU ..... 10,500 " " Oct. 22nd, at Noon.  
S.S. HONGKONG MARU ..... 11,000 " " Dec. 21st, at Noon.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, MOJI, KOBE and YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug. at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept. at Noon

**HAMBURG-AMERIKA LINIE**

**HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Bases to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR ANTWERP & HAMBURG: S.S. BREYGAVIA	5th Aug.
FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SEGGOVIA	9th Aug.
FOR HAVRE & HAMBURG: S.S. SCANDIA	13th Aug.
FOR HAVRE & HAMBURG: S.S. SLAVONIA	20th Aug.
FOR MARSEILLES & HAMBURG: S.S. SAXONIA	31st Aug.
FOR HAVRE & HAMBURG: S.S. SPEZIA	10th Sept.

Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th July, 1910.

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS	TONS.	SAILING DATES.
KAGA MARU	7,000	WED'DAY, 3rd Aug., at Daylight
WAKASA MARU	7,000	WED'DAY, 9th Aug., at 4 P.M.
ATSUTA MARU	9,000	WED'DAY, 17th Aug., at Daylight

VICTORIA B.C. & SEATTLE	S. KAMAKURA MARU	S. TUESDAY, 13th Aug., from Kobe
	Capt. J. Nagao, 7,000	

VICTORIA, B.C. and SEATTLE, via KEELUNG,
--

## MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.  
ALL WOOD and BRASS WIND INSTRUMENTS.  
ALUMINIUM MANDOLINES FOR HOT CLIMATES.  
NOVELTIES OF FITTINGS and STRINGS.  
GEBRUEIDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.  
For Particulars, Catalogues and Samples apply to the Sole Representative for China:  
**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

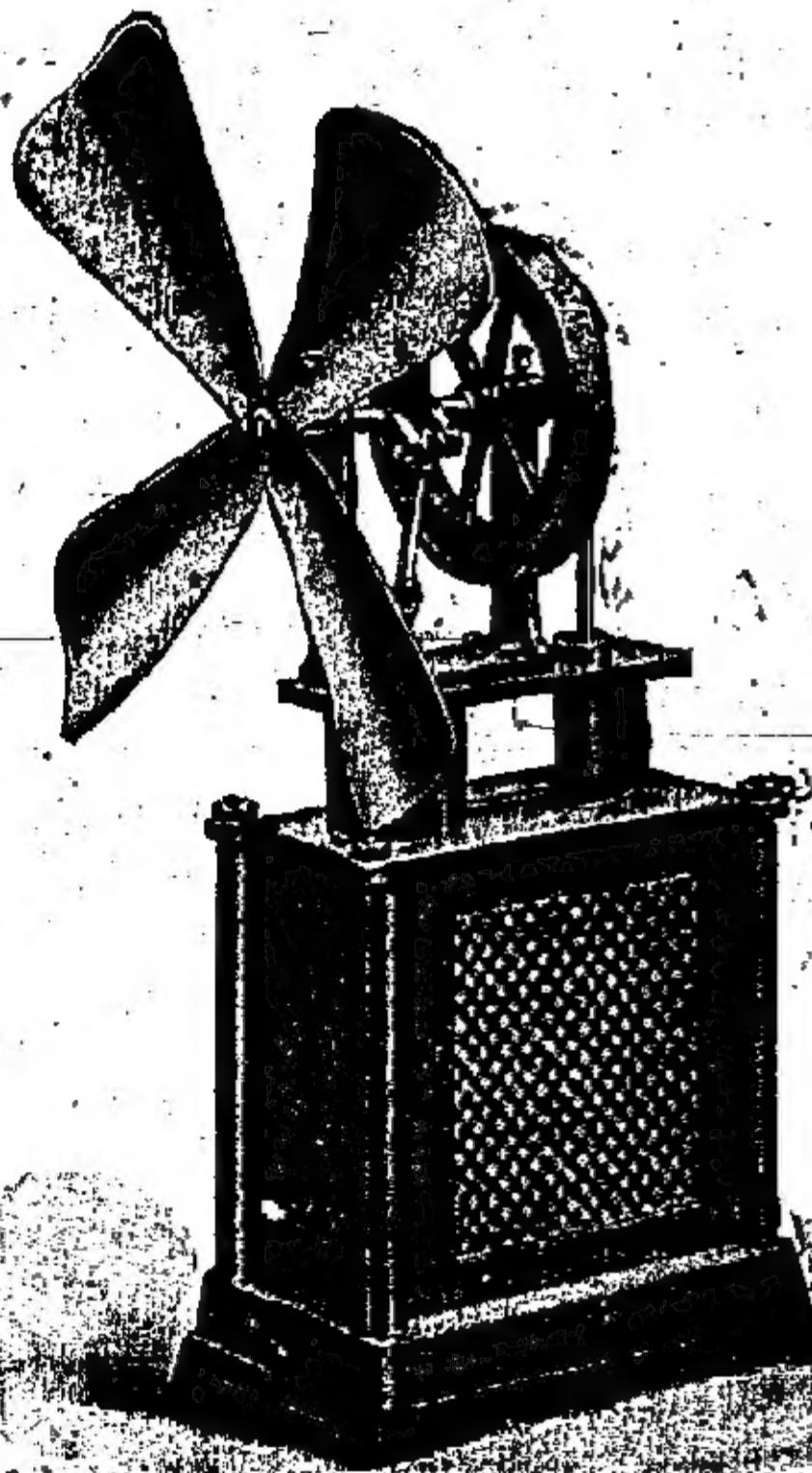
The *Droncha*, with the English mail of the 8th July, left Singapore on Friday, the 29th inst., at 4.30 p.m., and may be expected here on Wednesday, the 3rd proximo, at daylight. This packet brings the parcel mails closed in London for despatch by the all sea route on the 29th June, and for despatch overland on the 5th July.

FOR	PER	DATE
Pakhoi and Haiphong	... Hanoi	2nd, 9.00 A.M.
Sutao, Amoy and Fowchow	... Haifang	2nd, 9.00 A.M.
Shanghai	... Kwongsang	2nd, 10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)	Printed Matter and Sam- ples...	10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract-mail.	Registration...	10.00 A.M.
Macao	B.O.	10.00 A.M.
Manila	Letters	11.00 A.M.
Batavia, Samarang and Sourataya	Tuesday, 2nd, 1.15 P.M.	
Singapore, Penang and Colombo	Tuesday, 2nd, 4.00 P.M.	
Hollow, Singapore and Bangkok	Tuesday, 2nd, 5.00 P.M.	
Quang Chow Wan and Haiphong	Wednesday, 3rd, 8.00 A.M.	
Sutao	Wednesday, 3rd, 9.00 A.M.	
Nagasaki, Kobe and Yokohama	Wednesday, 3rd, 11.00 A.M.	
Singapore, Penang and Calcutta	Wednesday, 3rd, 11.00 A.M.	
Macao	Wednesday, 3rd, 1.15 P.M.	
Tientsin	Kueichow	Wednesday, 3rd, 3.00 P.M.

### FANS! FANS! FANS!

There are FANS and FANS but the FREEZOR FAN is the best and better still if it has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans



where Electric current is not available, or Battery and Electric Accumulator Fans for the Outports.

Anything to keep cool but the "OZONATOR" has caught on, and will soon be indispensable.

For Particulars and Prices Ring up Electrical Dept. 358.  
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.

40-

### CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:  
34, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★☆

" ★★☆

" IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, D.O. WHITE LABEL

WHISKY, O.P. & CO.'S. "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,  
HONGKONG AGENTS.



PRICES ON APPLICATION.

The Smoking Mixture of Many Merits.

## WILL'S CAPSTAN MIXTURE



Skilfully blended of carefully selected growths of Leaf, it will be found perfect in combustion and a delightfully cool and sweet smoke of delicate aroma.

"Let those smoke now who never smoked before.  
And those who always smoked now smoke the more."

Mild, Medium and Full Strengths.

SOLD EVERYWHERE.

### COMMERCIAL

#### EXCHANGE CLOSING QUOTATIONS

ON LONDON —	July 30th.
Telegraphic Transfer .....	1/94
Bank Bills, on demand .....	1/94
Bank Bills, at 30 days' sight .....	1/94
Bank Bills, at 4 months' sight .....	1/94
Credits, at 4 months' sight .....	1/94
Documentary Bills 4 months' sight .....	1/94
ON PARIS —	
Bank Bills, on demand .....	224
Credits, at 4 months' sight .....	227
ON GERMANY —	
On-demand .....	1812
Bank Bills, on demand .....	444
ON BOMBAY —	
Telegraphic Transfer .....	1323
Bank, on demand .....	133
ON CALCUTTA —	
Telegraphic Transfer .....	1323
Bank, on demand .....	133
ON SHANGHAI —	
Bank at sight .....	748
Private, 30 days' sight .....	751
ON YOKOHAMA —	
On demand .....	57
ON MANILA —	
On demand — Pesos .....	57
ON SINGAPORE —	
On demand .....	758
ON MACAO —	
On demand .....	247
ON SAIGON —	
On demand .....	872
OVERSEAS, Bank's Buying Rate .....	\$11.25
GOLD LEAF, 100 fine, per tael .....	\$58.70
BAR SILVER, per oz .....	248
SUBSIDARY COINS.	
Chinese ... 20 cents pieces .....	36.74 discount
Chinese ... 10 "	47.45 "
Hongkong ... 20 "	46.50 "
Hongkong ... 10 "	47.00 "

### SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 29TH, 1910.

STOCKS.	NO. OF SHARES.	VALUED.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	£6	776, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	88, sellers
China Borneo Company, Limited	60,000	\$12	\$12	89, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	81, 81.40, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	88, sellers
COTTON MILLS.—				
Two Cotton Spng. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	84, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574.
Laou-Kung-Mow C. Spn. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$72	86	819, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & Co., Ltd.	6,000	\$50	all	852, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$52	all	849, buyers
New Amoy Dock Co., Limited	10,000	\$62	86	89, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 118.
Beawick & Co., Limited	18,000	\$25	\$25	810, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	863, sellers
Hongkong and China Gas Co., Limited	7,000	£10	all	8205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	8194, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	8104, sellers
Hongkong Ice Company, Limited	8,000	\$50	\$25	832, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	8135 buyers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	8170, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	81124, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	8974.
Hongkong Fire Insurance Co., Limited	6,000	\$250	\$50	8350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	8115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	8850.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	8200.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$103	8102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$1	82	851, sellers
Kowloon Land and Building Co., Ltd.	6,000	£50	850	832, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	£50	850	8392, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Pcs. 250	all	8700, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	£1	£1	871, buyers
Peak Tramways Co., Limited	25,000	\$10	\$11	844, sellers
Philippine Co., Limited	75,000	\$10	\$10	810, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	8167, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	26	8111, sellers
Robinson Piano Co., Limited	4,000	£50	850	850, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	825	87, sellers
Douglas Steamship Co., Limited	20,000	£50	825	828, sellers
Hongkong, Canton & Musso S.B. Co., Ltd.	80,000	\$15	815	832, sellers